

# Community Development

## COMMUNITY DEVELOPMENT

Mount Vernon Avenue Improvements	Mount Vernon Avenue between Bellefonte and Nelson Avenues
Municipal Waterfront Improvements	Potomac Waterfront at the Torpedo Factory Plaza & South Waterfront Area, which includes Jones Point, the Ford Plant & City Marina
Route 1 Beautification	Route 1 along Potomac Yard
Woodrow Wilson Bridge	Old Town Alexandria, South Washington Street
Four Mile Run Maintenance	Four Mile Run along the Alexandria City Line
City Marina Waterfront Dredging	Potomac River from the Torpedo Factory to Founders Park
Samuel Madden Homes Downtown	Bound by Pendleton, Prince, North Royal and North Pitt Streets
Redevelopment of Arlandria	Mt. Vernon Avenue and West Glebe Road Area
City Signage Program	City-Wide
Street Cans	City-Wide

## DOWNTOWN TRANSPORTATION/PARKING

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
No current project	Desirable	Not applicable at this time	T&ES

Project Summary: Commercial development and redevelopment in Alexandria's downtown areas have created increasing pressures for transportation and parking improvements. In response to these pressures, many actions have been taken, including the modification of parking regulations and fees, the construction of parking facilities to support the redevelopment of the Torpedo Factory and the construction of a privately operated parking garage on City-owned property at Cameron and Columbus Streets, which was completed in the spring of 1995. Additionally, a parking garage at Queen and Lee Streets was completed in the spring of 1998. The garage was constructed by the private developer of townhouse units, under which the garage is located, and subsequently purchased by the City. Its operations are contracted for by the City.

Although there are no parking projects currently being actively planned, a nominal sum remains budgeted as a placeholder in the out year (FY 2011) of the capital improvement program to allow for additional parking facility projects to be included as appropriate projects are identified and brought forward for City Council's consideration.

### Change in Project from Prior Fiscal Years:

- There has been no change in placeholder funding for this capital project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
ENGINEERING & PLANS	0	0	0	0	0	0	5,000	5,000
TOTAL PROJECT	0	0	0	0	0	0	5,000	5,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	0	0	0	0	0	5,000	5,000

## MOUNT VERNON AVENUE IMPROVEMENTS

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Undergrounding/ Streetscaping	Very desirable	Permanent	T&ES

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Project Summary: This project provides for the undergrounding of utility wires and streetscaping along the length of Mt. Vernon Avenue.

Project Description: This project has contributed to the revitalization of the Mt. Vernon Avenue commercial corridor by helping to define the architectural character of the area and encourage private investment. This project began in the early 1990's with a commercial revitalization program, partially funded with Community Development Block Grants. Public improvements have included the undergrounding of utility wires and street beautification, to include tree planting, the installation of new brick sidewalks, the repair of curbs and gutters, crosswalks and the installation of street furniture and street signs. These improvements are in accordance with the Mount Vernon Avenue Urban Design Guidelines as adopted by the City Council in 1993. The Mt. Vernon Avenue improvements have been phased in over a number of years. The first four phases covered the area extending from the Alexandria City limits at Four Mile Run to Bellefonte Avenue

Construction of Phase Five, which includes Mount Vernon Avenue between Bellefonte Avenue and Nelson Avenue, started in July 2004 and the installation of wiring, removal of poles and streetscaping is ongoing, with an estimated completion in August 2005. Due to higher labor and utility costs, to fully fund the Phase V, an additional \$660,000 is budgeted in FY 2006 to fund the streetscaping improvements related to Phase Five. Additional funding may be needed in the out years of this project (TBD).

Project Costs to Date: The total allocated to date for Mt. Vernon Avenue Improvements is \$9,343,854.

### Change in Project from Prior Fiscal Years:

- An additional \$660,000 has been budgeted in FY 2006 to complete Phase V of the Mount Vernon Avenue Improvement project.

## MOUNT VERNON AVENUE IMPROVEMENTS

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
UNDERGROUND- /STREETSCAPING	0	660,000	TBD	TBD	0	0	0	660,000
TOTAL PROJECT	0	660,000	0	0	0	0	0	660,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	660,000	0	0	0	0	0	660,000

## MUNICIPAL WATERFRONT IMPROVEMENT PROGRAM

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Waterfront Park Improvements	Essential	25 years	T&ES

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Project Summary: This project provides for general improvements and maintenance to the City's waterfront, including open space area improvements and active park area improvements. These improvements are consistent with the existing Waterfront Master Plan and include improvements to Waterfront Park, lower King Street, and the South Waterfront area, which includes Jones Point, the Ford Plant and the Old Town Yacht Basin.

Waterfront Park Improvements: In October 1999, \$674,000 was allocated to provide funding for the removal of deteriorating piles at the Old Town Yacht basin; for the inspection and repair of the waterfront bulkhead at Point Lumley Park; and the inspection and repair of dolphins used for tying up and docking large boats. \$350,000, allocated in September 2001, was provided for the installation of a dry pipe system as a more effective means of combating a fire than the current configuration of fire hydrants that only provides fire fighters with limited access to the waterfront. The installation of the dry pipe system scheduled for completion in the fall of 2003, has been delayed by damage to the dock at the City's marina as a result of Hurricane Isabel (September 2003). Repair of the dock which will be undertaken in FY 2005, was delayed due to the need for Federal Emergency Management Agency (FEMA) approvals. A firm date for completion of the suppression system will be established after dock repairs are completed.

A total of \$850,000 was allocated in September 2001 to fund the planned repairs to the bulkhead at Point Lumley Park, including complete steel sheet piling replacement and landscaping; and modifications to the pier in front of the Chart House including mooring piles and a dolphin to render it suitable for the receipt and docking of mid-size boats. \$100,000 was budgeted in FY 2003 to complete the improvements. This waterfront improvement work was completed in FY 2003.

New Waterfront Planning Process: Late in FY 2005, a new planning process will be initiated for the area along the waterfront (through the area known as "The Strand" between Duke and King Streets). This approved CIP does not contain funding for the implementation of the results of the planning process except for land acquisition funds included in the Open Space/Land Acquisition element of this CIP. Capital funding to implement the results of the waterfront study will be considered as part of the FY 2007 to FY 2012 CIP process.

Project Costs to Date: The total allocated to date for the Municipal Waterfront Improvement Program is \$3,136,180.

### Change In Project From Prior Fiscal Years:

- A placeholder of \$5,000 in FY 2011 is included in this CIP.

## MUNICIPAL WATERFRONT IMPROVEMENT PROGRAM

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
WATERFRONT IMPROVEMENTS	0	0	0	0	0	0	5,000	5,000
TOTAL PROJECT	0	0	0	0	0	0	5,000	5,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	0	0	0	0	0	5,000	5,000

## ROUTE 1 BEAUTIFICATION

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Landscaping	Desirable	20 years, absent storm damage	T&ES/ Recreation

Project Summary: This project provides funding for safety and beautification improvements along Route 1 (Jefferson Davis Highway) to coincide with development of Potomac Yard. For information regarding roadway/traffic capital projects associated with Route 1, the Monroe Avenue Bridge and Potomac Yard, please refer to the capital project entitled "Potomac Yard Road and Bridge Improvements" in the Streets and Bridges section of the CIP document.

Project Description: \$20,000 in unallocated prior year monies remain to provide for the planting of trees along Route 1 to coincide with future development and completion of street improvements.

### Change in Project from Prior Fiscal Years:

- There has been no change in funding for this project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
TREE PLANTING	20,000	0	0	0	0	0	0	20,000
TOTAL PROJECT	20,000	0	0	0	0	0	0	20,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	20,000	0	0	0	0	0	0	20,000



## WOODROW WILSON BRIDGE PROJECT

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Mitigation Modifications for Reduced Urban Deck	Desirable	40 years	T&ES

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Project Summary: In June of 2000, the City requested that the Federal Highway Administration (FHWA) consider a reduction in the size of the Urban Deck at Washington Street (Urban Deck) which was to be built as a part of the Woodrow Wilson Bridge Project (Project). The Urban Deck was included in the Settlement Agreement between the City of Alexandria and the United States Department of Transportation ("the Agreement"), dated March 1, 1999.

In December 2000, the Alexandria City Council approved the reduced deck, conditioned upon the receipt of alternative mitigation. FHWA has agreed to the modifications as approved by the City, including the acquisition and construction of new active outdoor recreation facilities, enhancement's to Freedmen's Cemetery, streetscape improvements on South Washington Street, and local neighborhood traffic improvements. Funding for these modifications will be provided by FHWA and the Virginia Department of Transportation (VDOT), in accordance with a cost sharing arrangement under which FHWA will fund 80% and VDOT will fund 20%. Contract awards for these projects have been delayed while VDOT and the City work to assure that the bidding processes are considered with new FHWA regulations.

For those projects, \$30.5 million has been reallocated to fund the modifications requested by the City, with another \$4.8 million held in reserve to complete site remediation efforts, if needed, for a total of \$35.3 million. The agreement also provides funding for any equipment required by the City to maintain the projects included in the modifications of the agreement with FHWA and VDOT.

### Details of the Projects Approved by FHWA and VDOT:

Recreation: The recreational outdoor facilities will be located at a site (the "Witter Track") that will be acquired by the City in the vicinity of Duke Street and Telegraph Road. The recreational outdoor facilities will provide for the active recreational usage component originally planned at the Urban Deck, as provided under the Agreement, and is contemplated to include a maximum of one baseball field, two multi-purpose playing fields, a maintenance/concession building with public restrooms and a paved parking lot to accommodate site uses.

Freedmen's Cemetery Enhancements: The two improved commercial properties on or adjacent to the site of the Freedmen's Cemetery will be acquired and enhanced to complement the features outlined in the Agreement, including a fitting memorial to Freedmen's Cemetery. Enhancements currently contemplated include careful and reasonable re-grading of the acquired properties consistent with the need to preserve existing grave sites, appropriate landscaping, pathways and benches, fencing erected to minimize any effect on historic and archeological resources, and other approved amenities, provided that none of these improvements conflicts with or adversely affects existing historic and archeological resources.

## WOODROW WILSON BRIDGE PROJECT

**Streetscape Improvements:** The City's objective for Streetscape Improvements, is to uniformly upgrade South Washington Street, north of the Wilson Bridge overpass (Urban Deck), in a manner that is both effective for moving traffic and compatible with the historic nature of Old Town. The basic components of the proposed streetscape are a uniform street width with continuous curb lines, intersection treatments, minimization of vehicular/pedestrian conflicts, and appropriate street furniture. Additionally, the goal is to divide the curb-to-building frontage area on either side of the street into three zones, (a) building access and architecture, (b) pedestrian uses, and (c) transition from sidewalk to curb including street furniture, utilities, and landscaping.

**Local Neighborhood Improvements:** This element of the program, proposed to compensate for unmitigated traffic noise impacts, was funded at \$500,000. The funding was credited to the cost of providing a noise barrier on the north side of the new bridge, which effectively mitigated the noise impact.

**Equipment:** Funding will be provided by FHWA and VDOT for the City's first time purchase of equipment and for its operation and maintenance of the items provided pursuant to the Agreement.

### **Change In Project From Prior Fiscal Years:**

- There has been no change in funding for this project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
CONSTRUCTION	17,621,000	9,912,000	3,729,000	3,828,000	0	0	0	35,090,000
TOTAL PROJECT	17,621,000	9,912,000	3,729,000	3,828,000	0	0	0	35,090,000
LESS REVENUES	17,621,000	9,912,000	3,729,000	3,828,000	0	0	0	35,090,000
NET CITY SHARE	0	0	0	0	0	0	0	0

## STREAMS MAINTENANCE AND WATERFRONT DREDGING

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Stream and Channel Maintenance	Essential	1 year	T&ES
Four Mile Run Channel Maintenance	Essential	3 years	T&ES
City Marina Waterfront Dredging	Essential	5 years	T&ES

Project Summary: This project provides for the dredging program for the Alexandria waterfront and for maintaining streams and channels throughout the City.

City Marina Waterfront Dredging: In FY 1996, City Council approved the allocation of \$628,100 for the dredging of the waterfront marina from the Torpedo Factory to Founders Park. In FY 2003, the City Marina area once again required dredging due to accumulation of silt, reducing the number of boat slips available for rental. In September 2002, \$750,000 was allocated to dredge the City marina area for a second time. In FY 2004, \$120,000 was allocated to conduct a siltation study to examine and develop methods by which siltation may be minimized, and possibly extend the dredging cycle from an average of six years to an average of ten years. Based on the outcome of the siltation study, the \$380,000 initially planned for FY 2006 to complete the design of the expected siltation improvements, have been moved to FY 2007 and used for additional dredging.

Stream and Channel Maintenance: This subtask includes an annual capital maintenance budget to maintain various streams and channels throughout the City to preserve their capacity to carry the 100 year flood water. A total of \$300,000 per year (FY 2006-FY 2011) is budgeted for on-going maintenance to keep the streams and channels clear of debris and siltation and maintain the 100 year flood capacity.

Four Mile Run Maintenance: This subtask reflects the City's share of the Four Mile Run Channel Maintenance agreement with Arlington County. The City's share was budgeted at \$100,000 per year, up to a maximum of \$900,000 which is now fully funded.

### Change In Project From Prior Fiscal Years:

- \$380,000 budgeted in FY 2006 to complete the siltation study has been moved to FY 2007 and will be used for additional waterfront dredging.
- Funding, in the amount of \$295,000, for stream and channel maintenance has been budgeted in FY 2011.

## STREAMS MAINTENANCE AND WATERFRONT DREDGING

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
STREAM/CHANNEL MAINTENANCE	300,000	300,000	300,000	300,000	300,000	300,000	295,000	2,095,000
FOUR MILE RUN MAINTENANCE	900,000	0	0	0	0	0	0	900,000
CITY MARINA WATERFRONT DREDGING	20,000	0	380,000	0	0	0	0	400,000
TOTAL PROJECT	1,220,000	300,000	680,000	300,000	300,000	300,000	295,000	3,395,000
LESS REVENUES	900,000	0	0	0	0	0	0	900,000
NET CITY SHARE	320,000	300,000	680,000	300,000	300,000	300,000	295,000	2,495,000

## LOWER KING STREET FLOOD MITIGATION

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Lower King St Flood Mitigation	Essential	25 years, absent storm damage	T&ES

Project Summary: This project provides for a comprehensive study for flood mitigation in the lower King Street commercial and retail area.

Project Description: The lower portion of King Street, at the intersection with Union Street, frequently exhibits flooding problems due to a combination of high tides, south winds and the peak of water moving south down the Potomac River. Each major flood event severely disrupts business in this area for approximately three days and causes extensive damage to property. In addition to the business impact, the City's involvement in preparation and clean-up extends to approximately one work week per flooding event. This cost is estimated to be approximately \$32,000 per flooding event for maintenance, public safety personnel and material costs for sand bags and equipment. This cost excludes lost wages, business revenues or the costs of water damage to businesses. This study will address alternative methods for mitigating the impact of such flooding and minimizing the number of events. The study will also recommend the flood level to which mitigation will protect.

\$500,000 remains unallocated for a comprehensive study for flood mitigation in the lower King Street commercial and retail area.

### Change In Project From Prior Fiscal Years:

- There has been no change in funding for this project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
LOWER KING ST FLOOD MITIGATION	500,000	0	0	0	0	0	0	500,000
TOTAL PROJECT	500,000	0	0	0	0	0	0	500,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	500,000	0	0	0	0	0	0	500,000

## SAMUEL MADDEN HOMES DOWNTOWN REDEVELOPMENT

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
No current project	Highly desirable	40 + years	Alexandria Redevelopment and Housing Authority (ARHA)

Project Summary: In the fall of FY 2001, the City Council and the Alexandria Redevelopment and Housing Authority (ARHA) agreed to redevelopment guidelines for the Samuel Madden Homes (Downtown) (SMHD) housing redevelopment project. 100 units of existing public housing are being replaced with 152 housing units (100 will be for-sale market rate units and 52 will be public housing units). This project is now under construction. The 48 remaining replacement public housing units will be constructed at three scattered sites in the City (Braddock Road, Reynolds Street and Whiting Street). In order to finance this major project, a combination of federal HOPE IV funds, land sale proceeds, federal housing tax credits, and other federal and State funds are contemplated. City support has been provided as needed. At this time, the City has provided, via a contingent grant, some \$4.2 million (\$2.0 million from the City's Housing Trust Fund and \$2.2 million from the City's CIP fund) to assist in the purchase of 325 S. Whiting Street and in the funding of the SMHD construction escrow account. These grant funds are contemplated to be repaid based on project funding and timing conditions.

### Change in Project from Prior Fiscal Years:

- There has been no change in funding for this project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
ENGINEERING & PLANS	0	0	0	0	0	0	0	0
TOTAL PROJECT	0	0	0	0	0	0	0	0
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	0	0	0	0	0	0	0

## REDEVELOPMENT OF ARLANDRIA

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
No current project	Highly desirable	40 + years	Planning/T&ES

Project Summary: Over the last year, an extensive community-based planning process has resulted in a redevelopment vision for a key commercial block of the Arlandria neighborhood. This block near the intersection of Mount Vernon Avenue and West Glebe Road is sometimes referred to as the "Safeway-Datatel" block. If redeveloped, this block would be the keystone in the revitalization of the Arlandria area. In order to accomplish this, land consolidation as well as the construction of a public parking facility have been envisioned in the planning process. More details about this project are contained in the Upper Potomac West Task Force Report (dated June 26, 2001). To begin this long-term redevelopment process, \$2.0 million in funding, primarily for land acquisition, was approved for FY 2003.

In FY 2003, the balance required for the acquisition of the Datatel Building, its demolition and the construction of a surface parking lot on the site was allocated. The parking lot was complete and opened in FY 2005. \$100,000 was allocated in FY 2004 for pedestrian improvements in the Arlandria area (Landover Path).

A total of \$850,000 (\$200,000 in unallocated prior year funding; \$150,000 in FY 2006; and \$500,000 in FY 2007) is budgeted for additional improvements in Arlandria, including pedestrian bulb-outs and crosswalks along Mt. Vernon Avenue and West Glebe Road; the installation of speed tables on Four Mile Run and Old Dominion Boulevard; and the installation of pavers along sidewalks on Bruce Street.

### Change in Project from Prior Fiscal Years:

- There has been no change in funding for this project.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
ENGINEERING & PLANS	200,000	150,000	500,000	0	0	0	0	850,000
TOTAL PROJECT	200,000	150,000	500,000	0	0	0	0	850,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	200,000	150,000	500,000	0	0	0	0	850,000

## CITY SIGNAGE PROGRAM

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Life of Improvement</u>	<u>Project Manager</u>
Coordinated Sign and Wayfinding System	Desirable	Not Applicable	Planning/T&ES
Residential Neighborhood Sign Program	Desirable	Not Applicable	Planning/T&ES

Project Summary: This new project category provides funding for the design and implementation of a signage, wayfinding and identity system for residential neighborhoods and City-wide.

Coordinated Sign and Wayfinding System: A total of \$2.3 million over three years (\$400,000 in FY 2006; \$900,000 in FY 2007; and \$1.0 million in FY 2008) has been budgeted for the design and implementation of a City-wide coordinated sign and wayfinding system. A study undertaken by the City to evaluate the need for a visitors' center concluded that a major weakness in the City is an ineffective and inadequate sign program to direct visitors around the City. Informational and directional signs for visitors, as well as citizens, were found to be a critical weakness in the City. As a result of the need to be more proactive in orienting and informing visitors and citizens, motivating them to visit historic sites, and making the navigation of the City easier, a coordinated signage and wayfinding program was recommended. This project would provide for the comprehensive design of a signage, wayfinding and identity system that will project a consistent image for the entire City, reduce clutter, promote walking and mass transit, and be sustainable as well as expandable. Tourism is a significant economic component and revenue source for the City and it has become increasingly important to ensure that visitors, as well as local area residents can locate the City's attractions and destinations in an effective manner. FY 2006 activities would consist primarily of planning the comprehensive City-wide sign program with the vast majority of the sign program implementation occurring in FY 2007 and FY 2008.

Residential Neighborhood Sign Program: A total of \$204,000 over six years has been budgeted to provide identity signage at prominent entrances to residential neighborhoods. The program as currently contemplated is proposed as a joint project working with the civic associations and representatives in the individual neighborhoods. In the first year, a pilot program of four neighborhoods, that would be selected from interested neighborhoods, would be conducted. In future years, it is envisioned that staff would work with residents and community groups to specifically design the signs for six neighborhoods per year. This program would allow for up to two signs per neighborhood, at a projected cost of \$6,000 per neighborhood. The specific guidelines are being developed, including a specified design palette of sign characteristics and sizes, criteria for the selection of neighborhoods and standards for the placement of signs. This program is being initiated due to the number of community requests that have been made for such signage. A specific detailed program will be drafted, community input obtained and a proposed policy docketed for City Council consideration prior to a sign program being initiated.

### Change in Project from Prior Fiscal Years:

- A new project not previously in the CIP.



## CITY SIGNAGE PROGRAM

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
COORDINATED WAYFINDING SYSTEM	0	400,000	900,000	1,000,000	0	0	0	2,300,000
RESIDENTIAL SIGN PROGRAM	0	24,000	36,000	36,000	36,000	36,000	36,000	204,000
TOTAL PROJECT	0	424,000	936,000	1,036,000	36,000	36,000	36,000	2,504,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	424,000	936,000	1,036,000	36,000	36,000	36,000	2,504,000

## STREET CANS

<u>Subtasks</u>	<u>Priority</u>	<u>Estimated Useful Life of Improvement</u>	<u>Project Manager</u>
Street Can Replacement	Desirable	20 years	T&ES

Project Summary: This project provides funding for the replacement of old and damaged street cans with new ornamental street cans City-wide.

Project Description: A new project not previously in the CIP. \$470,000 over three years (FY 2006-FY 2008) has been budgeted for the replacement of old and damaged street cans with new ornamental street cans City-wide. Operating budget funding for the replacement of cans has been piecemeal over the last few years, but with this CIP a specific, adequate level of funding and a three-year full CIP implementation is approved.

TASK TITLE	UNALLOCATED PRIOR-FY	FY 2006 CURRENT	FY 2007 FY + 1	FY 2008 FY + 2	FY 2009 FY + 3	FY 2010 FY + 4	FY 2011 FY + 5	TOTAL
STREET CANS	0	100,000	185,000	185,000	0	0	0	470,000
TOTAL PROJECT	0	100,000	185,000	185,000	0	0	0	470,000
LESS REVENUES	0	0	0	0	0	0	0	0
NET CITY SHARE	0	100,000	185,000	185,000	0	0	0	470,000